

Minutes
Toll Bridge Advisory Committee
Meeting of October 4, 2002

Meeting Schedule

October 11	Projects Submitted by Bridge Corridor Discussions of: Project Evaluation Elements Project Categories Toll Increase Revenue Estimates Operating/Capital Fund Splits Sustainability
October 18	First Draft of Project Evaluations
October 25	Continued discussions of Project Evaluations and Preliminary Findings
November 1	Presentation of projects with initial rankings

*All meetings to be held at 2pm, in the Alameda County CMA Offices located in
downtown Oakland at 1333 Broadway, Suite 220.

Project Presentations

Transbay Terminal/Caltrain Downtown Extension

Greg Harper of the Transbay Joint Powers Agency, provided an overview of the Transbay Terminal project and the benefits of the project. Maria Ayerdi, Executive Director of the Transbay JPA provided a detailed presentation of the project. The project includes the reconstruction of a new Transbay Terminal on the site of the existing facility. The facility will include five levels (train, train mezzanine, ground level, concourse, AC Transit bus level, and Other bus level). The project will also include bus storage locations and areas for surface buses to connect to the Terminal. The project also includes an extension of the Caltrain service from its current terminus at 4th and Townsend Streets to the Terminal along Second Street. Also, the project incorporates 7.6 million square feet of development around the facility, mostly comprised of residential development.

The total cost of the project is estimated to be \$2.7 billion, which includes debt service for a federal loan. Maria mentioned that \$300 million is requested from toll funds, which is about 11% of the total revenues needed for the project. It was also mentioned that the draft EIR/EIS for the project is currently being circulated for review and comment.

In response to questions from the Committee, it was stated that:

- The project does not include the electrification of the Caltrain service and the electrification project is not a requirement for operation of the train services to the facility.
- David Hayworth of the San Francisco Redevelopment Agency stated that the Redevelopment Agency along with consultant services generated the forecasts for the amount of housing, commercial and other developments that are proposed. He stated that 4700 housing units are proposed, one hotel and one office building.
- It was also mentioned that this project had a good bridge nexus due to the many connecting transit services, including the transbay services provided by AC Transit.

Caltrain Baby Bullet

Howard Goode, Caltrain JPB, stated that the JPB was not seeking toll funds for improvements to the mainline Caltrain service. Howard stressed that the Transbay Terminal/Downtown Extension project and the Dumbarton Rail project are an important part of and will support the planned improvements for the Caltrain Baby Bullet. Howard stated that these services can provide a connection between Fremont and SFO in about 45 minutes, which is more than 30 minutes faster than a passenger will be able to make this trip on BART when the BART SFO extension opens.

Translink

Russell Driver, MTC TransLink® Project Manager, provided an overview of the TransLink® program. He stated that the Translink system allows transit passengers to use a single smart card to pay for rides on multiple transit systems. Russell stated that a six month test of the TransLink system was completed in July. During the test, 3,500 people used the card, resulting in 160,000 transactions. He stated that the system had a 99.9% accuracy rate. Russell stated that the full deployment of the system (Phase 2) includes implementation of the system on almost all of the Bay Area transit providers.

Approximately \$40 to \$50 million in toll funds are requested for the Phase 2 implementation. The toll funding will be used for integration of TransLink® with operators fare collection equipment, expansion to new operators that were not part of the original budgeting (e.g. WTA ferry services), additional cards to better serve occasional users and to coordinate with pass programs, such as ECO Pass.

In response to a question, Russell mentioned that all of the administrative costs for the program are being paid by MTC. Also, it was discussed that the toll request presented today needed to be coordinated with the toll fund requests that have been put forward by a few of the transit operators.

RIDES — Carpool/Vanpool Programs

George Rask of RIDES, presented a number of proposed services for RIDES to provide to enhance carpool, vanpool and transit use. George described 5 programs that RIDES is interested in delivering:

- Marketing of Commuter Tax Benefit Program (132), including opening a resource center.
- Regional Guaranteed Ride Home Program
- Van Pool Subsidies
- Park & Ride Facilities
- Carpool Incentive Pilot Program

George stated that RIDES is seeking a total of \$55 million (\$5.0 million per year for 11 years) from toll funds to implement these programs.

In response to questions from the Committee, it was stated that:

- Added park & ride lots could be used to enhance casual carpool use.
- The \$5 million request includes both new projects (resource center, GRH) and the expansion of existing services.

It was also stated that RIDES should itemize each of the services that it is interested in providing to ensure that the most cost effective programs are funded. It was further mentioned that RIDES is requesting about 8% of the annual funds expected to be generated from the toll increase, which is considerable.

It was further mentioned that an 11-year program may not be adequate. If RIDES was funded at \$5 million per year for the full 30-years of the toll, its total request would be \$150 million.

Solano/Contra Costa/Napa County - Transportation Improvements

Daryl Halls, Solano Transportation Authority and Arielle Bourgart, Contra Costa Transportation Authority, provide an overview of a number of transportation improvements in Napa, Solano and Contra Costa Counties. Daryl and Arielle mentioned that the Benicia-Martinez, Carquinez and Antioch Bridges are mainly used by residents of Napa, Contra Costa and Solano Counties. In summary, the proposed projects to be funded with toll funds included express bus services and park & ride lots in the I-680, I-80 and Highway 29 Corridors, Interchange improvements, transit centers, and HOV lane improvements and expansions.